

DARK MUNCHENER BEER
Per Case 1 doz. qts. \$10.50
" " 6 doz. pts. \$10.50
H. Price & Co.,
12, Queen's Road.

The China Mail.

ESTABLISHED 1843.

WE STOCK ONLY THE
GENUINE
ITALIAN VERMOUTH,
MARTINI & ROSSI.
PRICE LIST ON
APPLICATION.
H. Price & Co.,
12, Queen's Road.

No. 13,233

號十三月八年五零百九千一英

HONGKONG, WEDNESDAY, AUGUST 30, 1905.

日一初月八年巳乙

PRICE, \$3.00 Per Month.

INSTITUTE OF HYGIENE CERTIFICATE.

THIS is to Certify that the LAGER BEER of Messrs JOHN JEFFREY & CO. of Edinburgh has been passed by the Examining Board of the Institute of Hygiene as fulfilling the Standard of Purity and Quality required by them.
Issued this Second day of January, 1905.

PRICE:
\$18.50 PER CASE OF 7 DOZ. PINTS.

MAEWEN, FRICKEL & CO.
SOLE AGENTS.
Hongkong, July 4, 1905. 1815

Intimations.

WANTED.

SHROFFS with CASH SECURITY.
Apply to
KELLY & WALSH, LD.
Hongkong, August 29, 1905. 1642

NOTICE.

THE Business hitherto carried on by the Undersigned have been amalgamated, and will in future be CARRIED ON under the name of **PERCY SMITH AND SETH,** at No. 7, QUEEN'S ROAD CENTRAL.

H. PERCY SMITH, F.C.A.,
S. A. SETH,
J. HENNESSEY SETH.
Hongkong, August 29, 1905. 1646

INTERNATIONAL BANKING CORPORATION.

ON and after MONDAY, 28th instant, the Business of this Corporation will be CARRIED ON in their New Premises at No. 9, QUEEN'S ROAD CENTRAL.

Hongkong, August 25, 1905. 1818

NOTICE.

UNIVERSITY Graduate would like a POSITION on Permanent or visiting Staff of a School or College.
Pupils, advanced or Junior, received privately, at moderate terms.
Classics, Mathematics, French, Botany, English Subjects, etc.
KOWLOON.
Hongkong, August 26, 1905. 1629

NOTICE.

TO the POLICY HOLDERS of the **EQUITABLE LIFE ASSURANCE SOCIETY OF THE UNITED STATES:**
Owing to false and greatly exaggerated reports having been circulated, I beg to announce—by Authority of the President **MR. PAUL MORTON**—that the financial Soundness, Integrity and Surplus of the Society have never been brought into question. On the 30th June last, the available Assets had increased by Gold \$7,296,232.

F. KILNE,
Manager.
Hongkong, August 25, 1905. 1619

HONGKONG CITY GODOWN.

WE receive all kinds of non-hazardous goods for Storage in well Ventilated and Lighted EUROPEAN FIRST-CLASS GODOWN. CENTRAL POSITION.
Rate of Fire Insurance 4% only.
For Particulars, apply to
LUTGENS, EINSTAMANN & CO.
Hongkong, July 19, 1905. 1380

NIFFON LAUNDRY.

No. 52 and 53, PRAYA EAST.
ALL Work done in this Establishment is promptly executed. Neatness a Specialty. Ironing and Washing done by experienced Japanese. Prices Moderate.
G. MONYÉ, Proprietor.
Hongkong, February 13, 1905. 308

THE POPULAR SCOTCH IS BLACK & WHITE



JAMES BUCHANAN & CO.
SCOTCH WHISKY DISTILLERS
By Appointment to
H. M. THE KING
and
HER MAJESTY THE PRINCE OF WALES

Supplied at all the Leasing Clubs and Hotels, and to be obtained from All the PRINCIPAL STORES.

Business Notices.

W. S. BAILEY & CO. ENGINEERS & SHIPBUILDERS.

WORKS: KOWLOON BAY. OFFICES & STORES: No. 20, CONNAUGHT ROAD.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

Hongkong-Canton Line.

s.s. HONAM, 2,383 tons, Captain H. D. Jones.
s.s. POWAN, 2,338 tons, Captain G. P. Morrison, R.N.R.
s.s. FATSHAN, 2,240 tons, Captain R. D. Thomas.
s.s. HANKOW, 3,072 tons, Captain C. V. Lloyd.
s.s. KINSHAN, 1,995 tons, Captain J. J. Leslie.
Departures from Hongkong to Canton daily at 8.30 a.m. (Sunday Excepted), 9 p.m. and 10.30 p.m. (Saturday Excepted).
Departures from Canton to Hongkong daily at 8.30 a.m., 3 p.m. and 6 p.m. (Sunday excepted).
These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

Hongkong-Macao Line.

s.s. HEUNGSHAN, 1,998 tons, Captain W. E. Clarke.
Departures from Hongkong to Macao on week days about 2 p.m. (See Special Summer Time Table).
Departures on Sundays at Noon. Departures from Macao to Hongkong daily at 8 a.m.

Canton-Macao Line.

s.s. LUNGSHAN, 219 tons, Captain T. Hamlin.
This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at 8 a.m., and leaves Macao for Canton every Monday, Wednesday and Friday at 7.30 a.m.

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDU-CHINA STEAM NAVIGATION COMPANY, LTD.

Canton-Wuchow Line.

s.s. SAINAM, 588 tons, Captain W. A. Valentine.
s.s. NANNING, 669 tons, Captain C. Butchart.
One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m. Round trips take about five days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—
HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.
HOTEL MANSIONS, (First Floor), opposite the Hongkong Hotel.
Or of BUTTERFIELD AND SWIRE,
Agents, CHINA NAVIGATION CO., LTD.

N. LAZARUS, 10, D'AGUILAR STREET, HONGKONG.
OPTICIAN.
SIGHT TESTED FREE. LENSES GRIND ON THE PREMISES.
A. S. TUXFORD, Manager.
Hongkong, October 1, 1904. 1707

PHOTO SUPPLIES
LONG, HING & CO.,
17, QUEEN'S ROAD.
Hongkong, August 14, 1905. 1812

ROYAL HAIRDRESSING SALOON.

No. 14, BEACONSFIELD ARCADE.
WE beg to notify the Public generally of Hongkong that we have just OPENED a First-class Tonsorial Hall at the above address. We make Cleanliness a Specialty.
VICENTE BARCENILLA, Proprietor.
Hongkong, April 10, 1905. 453

SELECT BOARD & RESIDENCE

AT 'BRAESIDE'

A LARGE and COMMODIOUS RESIDENCE standing in its own grounds, with Tennis Courts, Good Dining and Reception Rooms, Large, Airy and nicely furnished Bedrooms, every home comfort. Fine view of the Harbour. Terms Moderate. Apply to
MRS. F. W. WATTS,
BRAESIDE, 20, MACDONNELL ROAD, (Late of 'TANG YUEN').
Hongkong, June 19, 1905. 97

GARMICHAEL AND CLARKE.

CONSULTING ENGINEERS AND SHIPBUILDERS,
SURVEYORS AND CONTRACTORS,
REPAIRS PROMPTLY ATTENDED TO.
TELEGRAMS: 'GARMICHAEL,' HONGKONG.
'A. B. C. Code, 4th Edition.'
'A. 1 Code.'
Lieber's Standard Code.
TELEPHONE, 232.
Hongkong, March 14, 1903. 563

COMMERCIAL UNION ASSURANCE CO., LTD.

ASSETS EXCEED \$70,000,000.
FIRE, MARINE, TYPHOON, ACCIDENT, PLATE GLASS INSURANCE
and FIDELITY Guarantee Policies issued at Lowest Current Rates.
W. H. TRENNARD DAVIS,
Branch Manager & Underwriter.
Hongkong, June 9, 1905. 1193

D. MAHER,

77, WYNDHAM ST., HONGKONG.
ALL KINDS OF SEWING MACHINES BOUGHT, SOLD OR EXCHANGED.
Repairs executed, expert advice given on all classes of Sewing Machines.
Orders by Post Receive Prompt Attention.
Hongkong, July 5, 1905. 1299

ROYAL TOBACCO FACTORY.

9, BEACONSFIELD ARCADE.
HAVE always a FRESH SUPPLY of TURKISH TOBACCO. Our EGYPTIAN CIGARETTES are Fresh, as we make them every day. We can recommend them as First-class Smokes. We receive our Tobacco Fresh from Egypt by every mail. A Trial Order will satisfy the most sceptical. We defy competition.
T. E. P. SPYROPOULOS, Proprietor.
Hongkong, February 15, 1905. 325

CARLTON HOUSE HOTELS, No. 8 and 10, Ice House Road. EXCELLENT FURNISHED ROOMS. COMFORT OF RESIDENTS AND THE CUISINE A SPECIALTY.

Hongkong, April 18, 1905. 804

榮 CHEE WING & CO. 啟

24 & 26, LEE YUEN STREET (WEST) HONGKONG.

DEALERS IN

All Sorts of COPPER, BRASS, STEEL IRON WARE, &c.

STEEL GIRDERS and TEES,
CORRUGATED IRON, FIG IRON, &c., Suitable for
SHIPS, ENGINEERS and HOUSE BUILDERS.
Hongkong, May 29, 1900. 1227

MRS. CHEUNG.

HIGH-CLASS PHOTOGRAPHER.
Developing and Printing for Amateurs.
ENLARGEMENTS A SPECIAL FEATURE.
BRANCH
HONGKONG HOTEL CORRIDOR.
1687

Business Notices.

BELL'S ASBESTOS EASTERN AGENCY, LIMITED (SOLE AGENTS FOR BELL'S ASBESTOS CO., LTD., LONDON).

BELL'S ASBESTOS

THE MOST RELIABLE PACKING FOR MARINE ENGINEERS.
BEWARE OF IMITATIONS. SOLE MANUFACTURERS:
BELL'S ASBESTOS CO., LTD., LONDON.
LARGE STOCK OF PACKINGS, JOINTINGS, &c., ALWAYS IN HAND.
OFFICE:—6, DES VŒUX ROAD.

LANE, CRAWFORD & Co.

LAST WEEK

REMOVAL SALE

20 PER CENT REDUCTION

FOR CASH.

BARGAINS

IN ALL DEPARTMENTS.

SALE CLOSES 31st AUGUST.

LANE, CRAWFORD & CO.

STAG HOTEL.

148, QUEEN'S ROAD CENTRAL.
A FIRST CLASS HOTEL, MOST CENTRALLY SITUATED.
Monthly Boarders accommodated on very Moderate Terms.
For Particulars, apply to
THE MANAGER.
Hongkong, November 3, 1904. 1985

HOTEL BALTIMORE (LATE HOTEL AMERICA)

2, WYNDHAM STREET.
A FIRST-CLASS HOTEL under European Management. NICELY FURNISHED.
AIRY ROOMS. EVERY COMFORT FOR RESIDENTS AND TOURISTS.
EXCELLENT CUISINE. Three minutes' walk from the Ferry Wharf.
TERMS REASONABLE. Apply to
THE MANAGER.
Hongkong, June 21, 1905. 1151

PELHAM HOUSE.

PRIVATE HOTEL, CENTRALLY SITUATED.
THREE MINUTES' WALK FROM POST OFFICE.
SPECIAL TERMS FOR MONTHLY BOARDERS.
RATES MODERATE.
Hongkong, September 6, 1904. 1635

GREGOR & CO.,

34, QUEEN'S ROAD CENTRAL, 1st FLOOR.

CHAMPAGNES

PERINET and FILS.

REIMS-CHAMPAGNE.

MODERATE IN PRICE, AND ABSOLUTELY GRAND VINS.

Hongkong, August 30, 1905. 2110

Business Notices.

GREEN ISLAND CEMENT CO., LD.

PORTLAND CEMENT

Casks of 375 lbs. net, \$4.50 per Cask, ex Factory.

\$2.70 per Bag, 250 lbs. net, ex Factory.

Shewan, Tomes & Co.,

GENERAL MANAGERS.

Hongkong, March 7, 1905. 2059

FAIRALL & CO.

WE ARE NOW SHOWING

SMART RAIN-COATS

NEW SHAPES AND STYLES;

NEW DRESS LINENS,

SUMMER VOILES, &c.

Hongkong, August 21, 1905. 2075

HONGKONG HOTEL.

UNRIVALLED FOR COMFORT AND CUISINE.

THOROUGHLY UP TO DATE WITH EVERY MODERN LUXURY

MODERATE TERMS AND NO EXTRAS.

(218) **A. F. DAVIES, Acting Manager.**

The Peak Hotel.

ADAMIRABLY SITUATED AT VICTORIA GAP.
Adjoining the Tramway Terminus, 1,400 feet above Sea Level.
OPEN to the South Winds in Summer and protected from the North-East Winds in Winter. Commanding a magnificent view of Hongkong, the Harbour and adjacent islands for forty miles.
A FIRST-CLASS FAMILY, RESIDENTIAL AND TOURIST'S HOTEL.
Terms:—From 12s. per day. TOWN OFFICE:—3, DUNDRELL STREET.
ongkong, March 27, 1905. CABLE ADDRESS: 'PEACEFUL.' 18

THOMAS' HOTEL.

REDUCED SUMMER RATES.
BOARD & LODGING BY THE DAY \$3.00 AND UPWARDS.
BOARD & LODGING BY THE MONTH \$80.00 AND UPWARDS.
All the Three Meals.....\$45.00 per month. Tiffin & Dinner.....\$35.00 per month
Tiffin alone.....\$18.00 per month.
For further particulars, apply to
THE MANAGER.
Hongkong, July 15, 1905. 1411

ALTERATION OF BUSINESS HOURS.

ON AND AFTER THE FIRST OF SEPTEMBER

We shall Observe the following Hours of Business:

WEEKDAYS, from 8.30 A.M. to 6 P.M.
SATURDAYS, from 8.30 A.M. to 2 P.M.
SUNDAYS, from 10 A.M. to 1 P.M.

VICTORIA DISPENSARY, Queen's Road Central.

W. BREWER & CO.

23 and 25, QUEEN'S ROAD.

The Storm of London, by Dickberry	\$0.80	Hilo Ideas in 1905, by Jerome...	\$2.70
Macao, the Holy City: the Gen of the Orient Earth, by J. Dyer Ball	1.50	Don Tarquino, by Rolfe	4.70
Little Folks, Midsummer Volume	2.70	The Empire of the East, by Bennett	
Barloigh, Cloth	3.50	Barloigh, Cloth	3.50
Cantonese Love Songs in English and Chinese Text, by Clementi	18.50	Russia in Revolution, by Perris	3.50
2 Vols.		With the Russians in Manchuria, by Baring	3.50
Russia under the Great Shadow, by Villari	4.70	From Tokio to Tiflis, by Mackenzie	3.00

DE LA RUE'S PNEUMATIC PLAYING CARDS.

THE HANDY BLACKENSERFER TYPEWRITER—No. 5 & No. 7 & No. 12

CALDBECK, MACCREGOR & CO.

WINE AND SPIRIT
MERCHANTS,

15, QUEEN'S ROAD.

ESTABLISHED 1864.

Hongkong, August 2, 1905.

Intimations.



Milkmaid
BRAND
Milk
Guaranteed
Full Cream.
Largest Sale in the World.

G. FALCONER & Co.,
WATCH-MAKERS AND JEWELLERS.
NEW SELECTIONS OF
DIAMOND JEWELLERY AND ENGLISH SILVER WARE,
HIGH-CLASS GOLD AND SILVER WATCHES.
LARGE ASSORTMENT OF SPECTACLES.
PINK-NEZ AND EYE-PRESERVES.
G. FALCONER & Co. ARE AGENTS FOR ROSS'S FAMOUS TELESCOPES AND
BINOCULARS, LORD KELVIN'S NAUTICAL INSTRUMENTS,
ADMIRALTY CHARTS AND BOOKS.
EASTMAN'S KODAKS AND FILMS.
HOTEL MANSION, opposite the New Post Office site.

M. MUMEYA,
JAPANESE ARTIST AND PHOTOGRAPHER.
ENLARGEMENTS ON BROMIDE PAPER
AND FINISHED IN GRAYON.
ALL KINDS OF WORK DONE FOR AMATEURS.
60, QUEEN'S ROAD CENTRAL.

JAPAN COALS.
ITSUI BUSSAN KAISHA
(MITSUI & CO.)
HEAD OFFICE: 1-1, SUNAGAWA-CHO, TOKYO.
LONDON BRANCH: 1-4, LIME STREET, E.O.
HONGKONG BRANCH: PRINCE'S BUILDINGS, ICE HOUSE STREET, FIRST FLOOR.
OTHER BRANCHES:
New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy,
Shanghai, Chongqing, Tientsin, Newchwang, Port-Arthur, Seoul, Chemulpo, Yokohama,
Tokyo, Nagoya, Osaka, Kobe, Yokohama, Kure, Shimoda, Moji, Waka-
matsu, Kure, Nagasaki, Kuchino, Sasebo, Maizuru, Kobe, Hakodate,
Yokohama, etc.
Telegraphic Address: "MITSUI" (A.B.C. and A 1 Codes.)

CONTRACTORS OF COAL to the Imperial Japanese Navy and Armies and the
State Railways; Principal Railway Companies and Industrial Works; Home and
Foreign Mail and Freight Steamers.
SOLE PROPRIETORS of the Famous Mitsui, Tagawa, Yamano, and Ida Coal Mines.
SOLE AGENTS for Hokoku, Hondo, Kanada, Fujinotani, Mamoda, Mannoura,
Onoura, Otsu, Sasahara, Tanbaku, Yoshinotani, Yoshio, Yumokihara, and other
Coals.
S. MINAMI, Manager, Hongkong.

UNTOUCHED BY HAND.

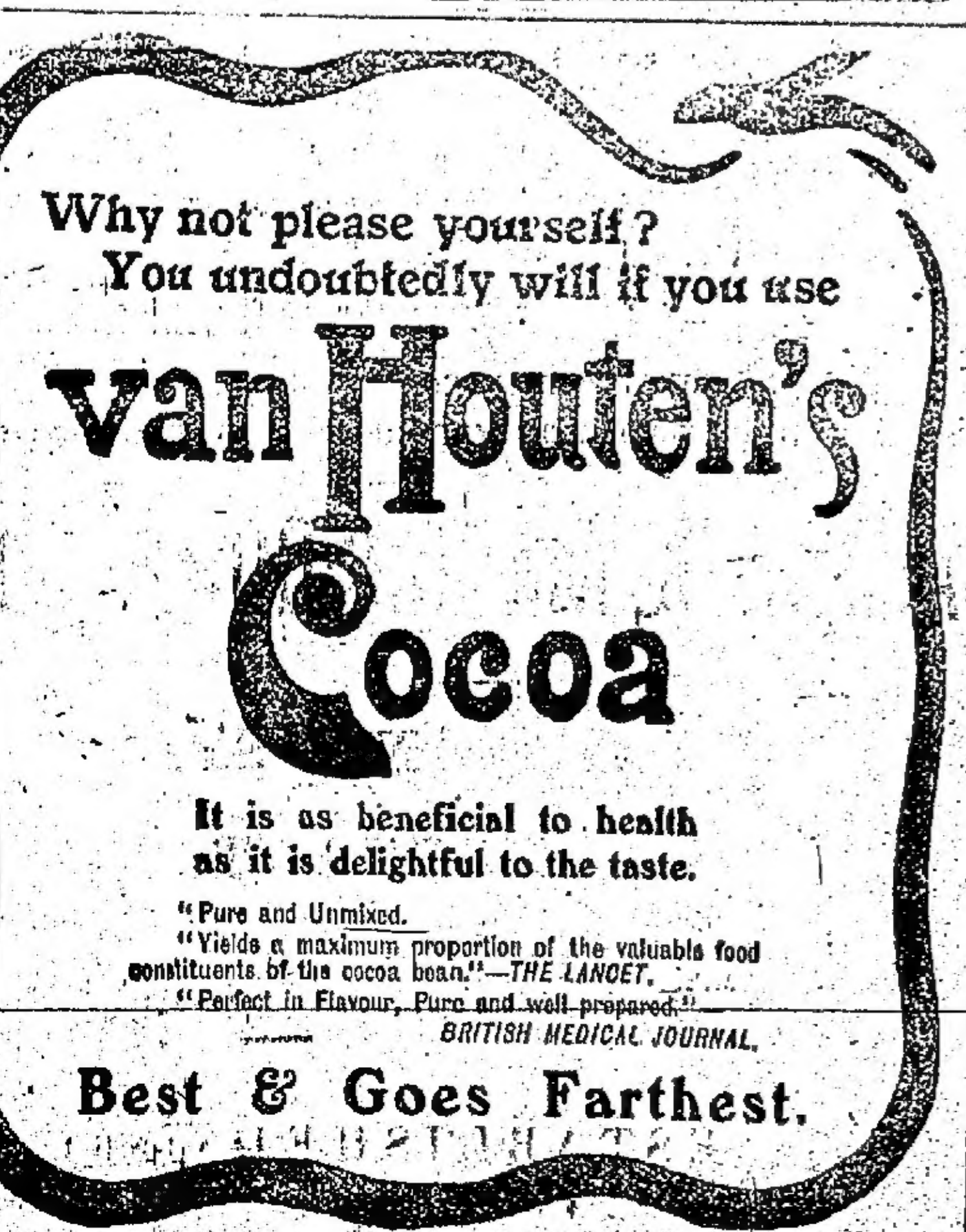


MELLIN'S FOOD
For INFANTS and INVALIDS.
MELLIN'S FOOD is free from Starch
When prepared is similar to Breast Milk.
MELLIN'S FOOD WORKS, PECKHAM, LONDON, ENGLAND.

DINNEFORD'S
The Universal Remedy for Acidity of the
Stomach, Headache, Heartburn, Indigestion,
Nausea, Flatulence, Bilious Affections.
Safe and most
Gentle Medicine for
Infants, Children,
Delicate Females,
and the Sick
Suffering from
Stomachic Disorders.

DINNEFORD'S
MAGNESIA

Why not please yourself?
You undoubtedly will if you use



van Houten's
Cocoa
It is as beneficial to health
as it is delightful to the taste.
"Pure and Unmixed."
"A maximum proportion of the valuable food
constituents of the cocoa bean."—THE LANCET.
"Perfect in Flavour, Pure and well-prepared."
BRITISH MEDICAL JOURNAL.
Best & Goes Farthest.

Intimations.



MITSU BISHI CO.
COAL DEPARTMENT.
MARUNO-UCHI, TOKYO.
CABLE ADDRESS: "IWASAKI,"
which applies to all Branch Offices and
Hongkong and Shanghai Agencies.

ALL ABC 5th EDITION, WESTERN
UNION CODES USED.
ALL LETTERS ADDRESSED
MANAGER, MITSU BISHI CO., WITH
NAME OF PLACE UNDER.

BRANCH OFFICES.
NAGASAKI, MOJI, KOBE, KANSAI
AND HANKOW.

AGENCIES.
SHANGHAI: H. J. H. TRIPP.
HONGKONG: H. U. JEFFRIES.
YOKOHAMA: M. ASADA.
CHINKIANG: CHANGING & CO.
MANILA: MACDONALD & CO.

CONTRACTORS OF COAL to the Imperial Japanese Navy and Foreign Navies;
the Imperial Armies; the Imperial Railways; Sanyo, Kishu and the other Principal
Railways; Industrial Works; Home and Foreign Mail and Freight Steamers.
EXPORTERS OF COAL to Hongkong, Shanghai, Hankow, Singapore, Manila,
North China, Korea ports and America.
SOLE PROPRIETORS of Takashima, Uchi, Shinjima, Namazu and Kami-
Yamada Collieries, and also Hojo Colliery which will shortly be ready to produce on
a large scale the best Buzen Coal.
Sole Agents for Kishu, Katsuta (Tagawa) and Yamashiro Collieries (Katsuta).
The Head and Branch Offices and the Agencies of the Company will receive any
order for Coals produced from the above Collieries.
Coal sold in 1904 by the Company amounted to 1,620,000 tons.

TAKASHIMA COAL.
New and additional shafts at the Takashima Colliery have been completed and this well-known best and most economical steam coal in the East is now produced in abundance and can be supplied in any quantity.
Hongkong, March 11, 1905.

FOR CANTON.
THE new and fast Twin-Screw Steamer
SAN CHUING
561 Tons, Captain J. MCGRY, will leave
for Canton at 3 p.m. on SUNDAYS,
TUESDAYS and THURSDAYS and return
to Hongkong on the following days leaving
Canton at 6 p.m. Excellent accommodation,
Electric Light, and perfect cuisine. Wharf
at Hongkong near Harbour Office.
First-class Fare \$3 each way. Second-
class, \$1.00 each way. Meals, \$1 each.
Cargo Freight very moderate.
CHEUNG ON STEAMSHIP CO., LTD.
No. 138, Connaught Road Central.
Hongkong, April 1, 1905.

STEAM TO CANTON.
THE new Twin-Screw Steamer
KWONG CHOW
1,300 tons, Captain T. R. MEAD,
KWONG TUNG.
Leave Hongkong for CANTON at Every
Evening (Sundays excepted).
Leave CANTON for HONGKONG about
5.30 o'clock Every Evening (Sunday
excepted).
These fine new Steamers have unex-
celled accommodation for First Class
Passengers and are lit throughout by
Electricity. Electric Fans in First-class
Cabins.
Passage Fare—Single Journey—\$1.00
Meals... \$1.00 each.
The Company's Wharf is a short distance
West of the Harbour Master's Office.
SHIU ON S.S. CO. LTD.,
AND
YUEN ON S.S. CO. LTD.
No. 6, Canton Road West.
Hongkong, August 23, 1905.

HONGKONG-MACAO LINE.
S. S. "WING CHAI."
CAPTAIN T. AUSTIN, R.N.R.
THIS STEAMER DEPARTS FROM HONGKONG
ON TUESDAY at 7.30 A.M., and
on SUNDAYS at 8.30 A.M. DEPARTS FROM
MACAO ON WEDNESDAY about 2.30 P.M., and
on SUNDAYS at 5.30 P.M.
FARES:—Week Day 1st Class, including
cabin and servant, Single \$3, Return
Ticket \$5. 2nd class \$1, 3rd class 50 Cents.
Every Sunday there will be an Excursion,
at the following rates:—1st and 2nd Class
Single Ticket \$1, Return \$2; 3rd Class
Single 30 Cents, Return 50 Cents. Steerage
10 Cents.
Any Meals can be supplied on Board at
a charge of \$1.00 per Meal. On Sundays,
Passengers desiring to have a Private Cabin
which has accommodation for two or more
passengers, will be charged \$3 extra.
First-class Passengers who do not care
to return on the Excursion Sunday, will be
allowed to do so the following day (Monday)
on production of the Return Half
Ticket. Should the Steamer not run on the
Monday, owing to the Boiler Cleaning due
the Half Ticket will be available for the follow-
ing day. The Ship is lit throughout by
Electricity.
The Steamer's Wharf at Hongkong is at the
Western end of Wing Lok Street.
SAM WANG COY.,
81, Queen's Road Central.
Hongkong, June 1, 1905.

Intimations.

ZETLAND LODGE.
No. 125, E.O.
A REGULAR MEETING OF ZETLAND
LODGE will be held at BREEMAN-
HALL, on FRIDAY, the 1st September
at 8.30 for 9 P.M. precisely. Visiting
Brethren are cordially invited to attend.
Hongkong, August 25, 1905.

TEBRAU PLANTING CO., LD.
NOTICE IS HEREBY GIVEN that an
EXTRAORDINARY GENERAL
MEETING of the Company will be held at
its REGISTERED OFFICES, Alexandra
Buildings, on TUESDAY, 5th September
next, at Noon, when the Subjoined Resolu-
tion, which was passed at the Extraordi-
nary Meeting of the Company held on 18th
August instant, will be submitted for con-
firmation as a Special Resolution:—
"That the Company be wound up
voluntarily and that the General Manage-
rs be and they are hereby appointed Liquidators
for the purpose of such winding up."
JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, August 19, 1905.

**HONGKONG HIGH-LEVEL TRAM-
WAYS COMPANY, LIMITED.**
(IN LIQUIDATION)
TIME TABLE.
WEEK DAYS.
7.00 a.m. to 7.30 a.m. Every 30 minutes.
7.30 a.m. to 8.00 a.m. Every 10 minutes.
8.00 a.m. to 8.30 a.m. Every 15 minutes.
8.30 a.m. to 9.00 a.m. Every 10 minutes.
9.00 a.m. to 9.30 a.m. Every 15 minutes.
9.30 a.m. to 10.00 a.m. Every 10 minutes.
10.00 a.m. to 10.30 a.m. Every 15 minutes.
10.30 a.m. to 11.00 a.m. Every 10 minutes.
11.00 a.m. to 11.30 a.m. Every 15 minutes.
11.30 a.m. to 12.00 p.m. Every 10 minutes.
12.00 p.m. to 12.30 p.m. Every 15 minutes.
12.30 p.m. to 1.00 p.m. Every 10 minutes.
1.00 p.m. to 1.30 p.m. Every 15 minutes.
1.30 p.m. to 2.00 p.m. Every 10 minutes.
2.00 p.m. to 2.30 p.m. Every 15 minutes.
2.30 p.m. to 3.00 p.m. Every 10 minutes.
3.00 p.m. to 3.30 p.m. Every 15 minutes.
3.30 p.m. to 4.00 p.m. Every 10 minutes.
4.00 p.m. to 4.30 p.m. Every 15 minutes.
4.30 p.m. to 5.00 p.m. Every 10 minutes.
5.00 p.m. to 5.30 p.m. Every 15 minutes.
5.30 p.m. to 6.00 p.m. Every 10 minutes.
6.00 p.m. to 6.30 p.m. Every 15 minutes.
6.30 p.m. to 7.00 p.m. Every 10 minutes.
7.00 p.m. to 7.30 p.m. Every 15 minutes.
7.30 p.m. to 8.00 p.m. Every 10 minutes.
8.00 p.m. to 8.30 p.m. Every 15 minutes.
8.30 p.m. to 9.00 p.m. Every 10 minutes.
9.00 p.m. to 9.30 p.m. Every 15 minutes.
9.30 p.m. to 10.00 p.m. Every 10 minutes.
10.00 p.m. to 10.30 p.m. Every 15 minutes.
10.30 p.m. to 11.00 p.m. Every 10 minutes.
11.00 p.m. to 11.30 p.m. Every 15 minutes.
11.30 p.m. to 12.00 p.m. Every 10 minutes.
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2.30 p.m. to 3.00 p.m.

Ask for
TANSAN
A NATURAL MINERAL
WATER Bottled at the
Springs at Takaradzka,
The Clifford-Wilkinson
Tansan Mineral Water Co.,
Limited, Kobe, Japan.

Per Case of 48 Pints \$6.50
Per Dozen Pints \$1.70
Per Case of 100 Splits \$3.00
Per Dozen Splits \$1.10

**Crisp,
Delicious,
Invigorating.**

Drink
the
World
Renowned
Nerve and
Muscle
Strengthenor.

THE Original and Genuine is J. Clifford
Wilkinson's
ACTS gently, Acts pleasantly, Acts
beneficially.
NOTHING like it, for depressed
Spirits.
SIMPLY marvellous.
AND worth its weight in Gold.
NOTHING can eclipse its popularity

TANSAN
Can be obtained at all 1st Class
Hotels and Bares in the FAR
EAST.

Beware of fraudulent
IMITATIONS.

The only genuine TANSAN
Bears the name of
'J. CLIFFORD-WILKINSON.'

H. PRICE & CO.,
12, QUEEN'S ROAD,
SOLE AGENTS FOR HONGKONG.
Hongkong, June 3, 1905.

POWELL'S
FURNISHING
DEPARTMENT
ADDISON'S
PATENT
PORTABLE
SANITARY
COMMUNE.
FOR WHICH WE ARE
SOLE AGENTS
in the Far East.
The only thoroughly satisfactory
SANITARY COMMUNE
EVER PRODUCED.

Prices: \$14.50 to
\$21.50 each.

Wm. POWELL, Ltd.,
ALEXANDRA BUILDINGS,
HONGKONG.

Telephone No. 135.
MILD 'CLUB'
MELLOW
WHISKY.
SCOTLAND'S BEST
MATURED

PER
DOZEN **\$14.00**

H. PRICE & CO.,
WINE AND SPIRIT
MERCHANTS,
12, Queen's Rd. Central.


PRICE LIST ON APPLICATION.
168

**THE HONGKONG FROZEN FOOD
SUPPLY.**

The following are in stock:—
AUSTRALIAN BEEF, MUTTON,
LAMB, PORK.
DAIRY FARM FRESH MILK.
Australian Hares \$1.40 each
do Rabbits 65 cts. "
do Sheep Tongues 20 cts. "
do Sheep Kidneys 5 cts. "
do Pritz Sausages 65 cts. per lb.
Own Make Sausages (made from
Australian Meats) 25 cts. per lb.
Australian Oysters in hot sea \$1.25 & \$2.50
of 2 and 5 doz. per bottle.
Bacon, Best Wiltshire 70 cts. "
Ham, Australian 50 cts. "
Ham, Best York 70 cts. "
(2 cts. extra per lb. for Ham if sent).
Australian Oranges and Lemons 60 cts. per dozen.
Pigeons 25 cts. "
Ducks 65 cts. "
Honey, Best Australian, in
bottles 65 cts. per lb.
Fish, Australian Smoked Mullet, 60 cts. "
do do do Salmon, 40 cts. "
Carro Meat Extract, 2oz. 70 cts. per pot
do do 4oz. \$1.25 "

When ordering please note the following
instructions:—
Orders required to be filled in the Early
Morning should be sent in before 3.30 P.M.
the previous day.
Orders for Noon should be sent in by
8.00 A.M. the same day.
Orders for 3.30 P.M. should be sent in by
Noon the same day.

Hongkong, August 22, 1905. 1278


**A. S. WATSON
& Co., Ltd.**
HYGIENOL.
(REGISTERED).
A POWERFUL DISINFECTANT
GERMICIDE, ANTISEPTIC
AND DEODORISER FOR
UNIVERSAL USE.
**CHEAP, HARMLESS,
CONVENIENT AND
EFFECTIVE.**

THIS DISINFECTANT possesses all
the properties of Carbolic Acid,
but is immensely superior in being
NON-POISONOUS—even in its con-
centrated form, thus avoiding risk of
accident—and in the facility with which
it mixes with COLD WATER in any
proportion. In its diluted state it will
not injure, stain, or corrode the person,
metals, furniture, cotton, linen, or wool-
len fabrics.

THE HONGKONG DISPENSARY.
**A. S. WATSON & CO.,
LIMITED.**
ALEXANDRA BUILDINGS.

BIRTH.
On August 23, at 'Grasslands,' St.
Thomas's Walk, Singapore, the wife of G.
A. CHANEY, of a Daughter (still-born).

MARRIAGE.
On August 3, at the German Consulate,
Manila, Capt. JAMES, Cebu, to HELEN
HENSEL, eldest daughter of Johann
Otto HENSEL, Hamburg.

MEMOS. FOR TO-MORROW.
Auctions.
Noon—Auction of Pony Trap, at Mr.
Geo. P. Lammert's Sales Rooms.
2.30 p.m.—Auction of Household Furni-
ture, &c., at No. 37, Wyndham Street.
Meeting.
5.30 p.m.—Meeting of Hongkong Civil
Service Cricket Club, at Pavilion.
Miscellaneous.
Goods per *Perang* not cleared at 4 p.m.
on this date subject to rent.

General Memoranda.
FRIDAY, September 1:—
9 p.m.—Meeting of Zealand Lodge.
9 p.m.—Performance at City Hall.
SATURDAY, September 2:—
11 a.m.—Auction of Household Furni-
ture, at the residence of Mr. Chas. S.
Ong, No. 31, China Road.
12.15 p.m.—Meeting of Hongkong Hotel
Co., Ltd., at Company's Hotel.
MONDAY, September 4:—
Goods per *Perang* not cleared at 4 p.m.
on this date subject to rent.
TUESDAY, September 5:—
Noon—Meeting of Telukau Planting Co.
Ltd., at the Co.'s Registered Office.
4 p.m.—Fourth Meeting of Hongkong
Gymkhana Club.
Goods per *Panduch* undelivered after
this date subject to rent.
Goods per *Ausria* undelivered after this
date subject to rent.
THURSDAY, September 7:—
3 p.m.—Auction of Leasehold Property
at Messrs Hughes & Hough's Sales
Rooms.

The China Mail.
HONGKONG, WEDNESDAY, AUGUST 30, 1905.

PEACE.
It does not take many words to
announce a momentous event. We
have it in a nutshell to-day that peace
has been declared—the most impor-
tant pronouncement that has been
made since war was declared in Febru-
ary, 1904. But on what terms? We
have no authoritative statement as yet,
and consequently it is impossible to
say how much has been conceded by
either side. It is obvious, however,
that if Japan had stuck to her original
demands peace would have been post-
poned for weeks. The claim for costs was the thorn that
stuck in Russia's side, and it is
reasonable to suppose, now that peace
terms have been arranged, that Japan
has either reduced them considerably
or waived them altogether. If she has
done so it is also reasonable to suppose
that she desired peace even more than
Russia, and leads to the conviction
that Oyama's chances of a decisive
victory were much less than the world
has been led to believe. Whether
Japan has been taking a leaf out of
Russia's book and has been bluffing it
is hard to say, though circumstantial
evidence is against her. She has
continued the war at considerable
loss in men and money, though
she has enjoyed unbroken victory—but
victory does not pay up the debts con-
tracted in the prosecution of a war
commenced ostensibly for the purpose
of benefitting China. Most people
believed that Japan would not cease
hostilities until she had been promised
terms which would enable her to
recoup herself for every penny expended.
That she has not done so is
believable and most people will be
wanting to know what she will get
out of it, beyond the eviction of Russia
from Manchuria. It is to be hoped
for her own financial sake
that she has concluded a peace with
honour and profit, too, but it is doubt-
ful.

The above was in type before we
received our second cablegram from
London giving an outline of the condi-
tions of peace. Those conditions confirm
the opinion that Japan was badly in
need of peace, and there will be con-
siderable disappointment in Japan when
it is made known that Japan at one
gasp abandoned the claim for an in-
demnities, agreed to divide Saghalien,
and forewent the demand for the
interned warships and the clause
limiting Russia's naval strength in
the East. That she gets half of
Saghalien, the Manchurian railway to
its present position, Liao-tung, the
Blonde and Elliot Islands and a
protectorate over Korea—all of which
were gained by force of arms—is little

in comparison to what her victories
and the justice of her campaign entitled
her to. It is not to be wondered at that
there was general disappointment at
Japan's leniency. It almost makes
one believe that she wanted peace at
any price. Possibly Russia is now
sorry that she did not press and bluff
harder than she did.

In a thoughtfully-written article upon
modern developments, a special writer in
Public Opinion holds that the real yellow
peril may come—as Christianity came—from
the East, not, however, as Anti-Christ, not
as a man, but as an idea. He holds that
the spread of rationalism and the growth of
socialism, combined with the epidemic of
a blighting individualism, which threatens
the very lives of the poor in both Europe
and America, have prepared the social soil
for the seed of a new faith. The neo-
rationalist is not, it is contended, the coarse
creature of a decade or so ago. His meth-
ods are more insidious. They have about
them the semblance of reason. It is admit-
ted that Christianity is admirable—in
theory. But, it is asked, is the world any
the happier for it? Individuals may be,
but what of the world at large? No, it is
urged, human nature is too weak, or the
struggle for life is too great, for the teaching
of Christianity to be accepted any longer
as practicable. What shall take its place?
So far, criticism of the creeds has been
destructive. If Christianity falls because
mankind confesses itself too weak for too
pleasure-loving to adopt its restrictions,
something approaching utilitarianism will
be put forward in its place. Unless ap-
pearances are deceptive, Japan is offering
a religion of humanity which may have far-
reaching effects, because it promises repose
in the place of rapine and individual calm
as a substitute for social strife. Whether
it be false or true is not the question of the
moment. East is still East, and West is
West; but the fact remains that the
fascination of Buddhism is already working
upon the minds of the thoughtful who gaze
upon its effluence from afar.

LOCAL AND COAST NEWS.

Major-General Naito is to be Comman-
der-in-Chief of the garrison of Saghalien.
The Japanese field hospitals are empty-
ing, their occupants returning to the front.
Marshal Oyama is supposed to have
about 600,000 men in the six armies under
his command.
The Band Performance arranged to
take place last evening was cancelled owing
to the weather.
The Japanese Government will pro-
bably raise in September a sixth domestic
loan of ¥100,000,000.
Japanese is to be taught in future in
the German schools on the same level as
other foreign languages.
The reclamation at Nagasaki was
damaged to the extent of Yen 120,000 in
the typhoon of the 8th inst.
The Japanese Government has just
brought 34 thoroughbred horses in the
States for breeding purposes.
Many of the Japanese papers hope for
a continuance of the war in order that better
terms may be secured hereafter.

The death is announced of General Fir-
M. G. Gerard, K.C.B., K.O.S.I., while
returning home from being with the Rus-
sian forces in Manchuria. Pneumonia
carried him off at Irkutsk.

A large sum of money has been sent
from Russia for distribution among the
Russian prisoners in Japan, but none of it
is to be given to any of Admiral Nebogotoff's
officers and men, because they surrendered.

The Governor of Hokkaido proposes
that one or two of the steamers captured
by Japan should be fitted up as floating
museums to display the products of Hok-
kaido in the most important ports of the
world.

The *Japan Chronicle* announces the
death at Yokohama at the age of 84 of Mr.
C. Dubois, of Messrs. C. and J. Favre-
Brandt. He had been 25 years in Japan,
and was very popular in Kobe and Yoko-
hama.

It is reported that Mr. Loonis, U. S.
Assistant-Secretary of State, will be the
first American Ambassador to Japan, and
that Mr. Grieson, the present Minister, will
be appointed an Assistant-Secretary of
State.

NO USE OF IT.—What's the use of
taking vile-tasting cod liver oil and
emulsions when you can get Stearns' Wine
of Cod Liver Oil, which is delicious and
does more good.

No Need of a Doctor.
PAINS in the stomach and attacks of colic
come on suddenly and are extremely
painful that immediate relief must be ob-
tained. There is no necessity of sending
for a doctor in such cases if a bottle of
Chamberlain's Colic, Cholera and Diarrhoea
Remedy is at hand. No doctor can pre-
scribe a better medicine. For sale by All
Dealers; WATKINS & Co., Ltd., General
Agents.

LOCAL AND COAST NEWS.

The Japanese Press considers that it
still requires that Lincolitch be badly
defeated to bring the war to terms.

News comes from the front that nearly
all the bridges have been destroyed by the
deluges of rain, which is delaying the for-
ward movement.

Miss Amy Catherine Bailey, who has
appeared here with the Dallas Company,
was married at Shanghai recently to Mr.
John J. Woods, a jockey and trainer of
Singapore.
Defeated Warships.
The prize warship "Varyag" was re-
fitted on the 10th at Chemulpo and the
"Pallada" at Port Arthur. Of the prize
vessels at Port Arthur four have so far been
refitted. Meanwhile, flotation of the
"Varyag" is remarkable. The difference
in high and low water in Chemulpo is about
thirty feet and the current runs very fast.
Her hull stuck to the bottom and even at
the time of ebb tide, only a part of the hull
appeared above water. Great credit is due
to naval experts who indefatigably engaged
in the salvage. The present success in Che-
mulpo is a vivid contradiction from the
case of the French warship "Sully." It is
not surprising that the Emperor has granted
a rescript to Rear-Admiral Arai appreciat-
ing the untiring efforts of the Admiral in
saving the sunken cruiser.

A Shanghai Theft.
A Shanghai Chinaman, named Wong
Hok, was placed in the dock, at the Magis-
tracy, this morning, before Mr. F. A.
Hazelard, on a charge of having stolen
money and jewellery to the value of
\$2,003.40 at Shanghai on August 18. Mr.
F. V. d'Almeida E. Castro appeared to
prosecute, and evidence was called showing
that the defendant was the nephew of the
complainant, a woman named Wong Yung
Sze. On the 18th instant she was a pas-
senger by steamer from Hankow to Shang-
hai and on leaving the boat at the latter
port left her box containing her money
and jewellery on board in charge of an
attendant and sent her nephew off to get
it. On obtaining the valuables he took a
steamer for Hongkong but was arrested
on his arrival here. The defendant's father
was stated to be a man of means residing
at Canton and the defendant had been
brought up without ever having done any
work. He was convicted and sentenced to
two months' gaol.

Fokis Fight.
Something resembling a free fight
occurred in Wing Lok Street last evening
between the foks employed at Nos 156
and 160. In the melee several heads were
seriously damaged and six of the coolies,
with their heads decorated with a large
amount of sticking plaster and cotton wool,
appeared at the Magistracy this morning,
in answer to a charge of riotous behaviour.
It appears that one of the foks went out
on to the roof of No. 156 last night to get
his shoes, which he had hung out to dry,
and accidentally upset a flower pot on the
wall between his house and No. 160.
Some of the foks of the latter establish-
ment went out on the roof and apparently
considered that the pot had been thrown
on their roof and attacked the offending
coolie. The latter at once summoned
some of his friends to his assistance and
the two parties fought until all hands had
sustained more or less serious injuries.
The six defendants were attended to at the
Government Civil Hospital and as they
were unfit to appear in Court this morning
the case was remanded.

Sanitary Lectures.
The following course of eight Lectures
has been arranged for September:—
September 6th.—Practical Building
Construction, Mr. T. L. Perkins; Sep-
tember 8th.—Meat Inspection, Mr. A.
Gibson, C.V.S.; September 12th.—Water
Supply, Hon. Dr. Clark, P.C.M.O.; Sep-
tember 16th.—The Local Ordinances in
Force in the Colony Relating to Public
Health, Hon. Dr. Clark, P.C.M.O.; Sep-
tember 19th.—The Local Ordinances in
Force in the Colony Relating to
Public Health, Hon. Dr. Clark, P.C.M.O.;
September 22nd.—The Atmosphere and
ventilation, Dr. W. W. Pearce, M.O.H.;
September 26th.—Disinfection, Dr. W. W.
Pearce, M.O.H.; September 29th.—Prac-
tical Drainage, Mr. H. T. Jackman. These
Lectures are arranged with a view to assist
the candidates who propose to attend the
Examination for Inspectors of Nuisances to
be held early in October, 1905. The Lec-
tures will be delivered at the Sanitary In-
stitute Lecture Room, No. 10, Wyndham
Street, at 9 p.m., and the Examinations will
take place on Monday, October 2nd, and
Thursday, October 6th.

FEELING BETTER TO-DAY.—Those
people who began taking Stearns'
Wine of Cod Liver Oil for a bad cough and
general bad health last week, are feeling
better to-day. Don't wish you did?

**Nothing That Will Take Its
Place.**
We have used Chamberlain's Colic,
Cholera and Diarrhoea Remedy in our
family for years for all bowel troubles,
and it always gives the best of satisfaction.
We never could find anything to take its
place.—D. S. Boorn, editor and proprietor
of the Echo, Alton, Texas, U. S. A. For
sale by All Dealers; WATKINS & Co., Ltd.,
General Agents.

BY TELEGRAPH. BY TELEGRAPH.

['CHINA MAIL'S SPECIAL SERVICE.]

PEACE.
**SUCCESS OF THE
CONFERENCE.**

(From Our Special Correspondent.)
LONDON, August 30, 4 a.m.

The Peace Conference has
concluded its labours success-
fully, and peace has been
arranged.

THE TERMS.

Great Leniency on Japan's Part.

Disappointment at Home.

(From Our Special Correspondent.)
LONDON, August 30, 11 a.m.

M. de Witte has given an
interview in which he an-
nounced the principal grounds
upon which peace was agreed
to by Russian plenipotentiaries.
He said:—

'Japan abandons the claim
for an indemnity;
'Agrees to divide Sag-
halien with Russia;
'Foregoes her claim to
the interned Russian
men-of-war;
'Foregoes the clause de-
signed to limit Rus-
sia's naval strength in
the Far East;
'Takes the railway to its
present position, Liao-
tung, and the Blond
and Elliot Islands;
'Accepts a protectorate
over Korea; and
'Agrees to Manchuria
being restored to
China.'

General disappointment is ex-
pressed in Great Britain at the
leniency of Japan's claims.

(REUTERS SERVICE.)
THE PEACE CONFERENCE.

Another Postponement.

LONDON, August 28.
The Conference has been again post-
poned until Tuesday at the request of M.
Tabakina, who explained that he had re-
ceived nothing from Tokio.

England Working For Peace.

The Times' Portsmouth correspondent
quotes a high Russian authority for saying
that a far stronger influence than that of
President Roosevelt, namely, that of Eng-
land, is working for peace.

A New Alliance.

A new treaty of alliance between Great
Britain and Japan was signed not many
days ago, and this is one reason why new
proposals will possibly be forthcoming at
the Conference.

A Pessimistic Outlook.

M. Takahira, being asked at an inter-
view at Portsmouth if the situation was
hopeless, replied, "not hopeless, but al-
most so."

STEARNS' HEADACHE CURE, can
be obtained from all dispensaries
(quickly by post). Never be without the
Genuine.

Best Remedy for Diarrhoea.
MOHAN LALL, Manager, N. W. Ry.
Moham. Stores, Lahore, India, says:
'Chamberlain's Colic, Cholera and Dia-
rrhoea Remedy is without question the best
medicine made for the relief and cure of
diarrhoea, dysentery and all bowel com-
plaints. This assertion I can make from
actual experience in my own home.' For
sale by All Dealers; WATKINS & Co., Ltd.,
General Agents.

['CHINA MAIL'S SPECIAL SERVICE.']

RIOT AT AMOY.
**FOREIGN CUSTOMS HOUSE
WRECKED.**

**Harbour Master's Office
Attacked.**

The Crowd Fired Upon.

(From Our Correspondent.)
AMOI, August 30, 3.15 p.m.

The foreign Customs House was attack-
ed this morning by a mob of Chinese who
used stones and brick-bats.

The place was defended by native
soldiers, who at first fired blank shots.

The mob then attacked the Harbour
Master's office and wrecked it. They
smashed up the gigs and tore down the
Chinese flag and threw it into the sea.

The crowd was getting more desperate
when the soldiers fired with ball. This
checked the ardour of the mob and they
dispersed.

At that moment a force from the
"Iphigenia" landed.

The British sailors have taken charge
of the building.

All danger of further trouble seems
to have passed away.

['CHINA MAIL'S EXCLUSIVE SERVICE.']
(SUPPLIED BY REUTER via DOWNEY.)

THE CHANNEL FLEET.

ARRIVAL AT SWINEMUEDE.

A Cordial Welcome.

LONDON, August 29.

The British Channel fleet is meeting
with cordial receptions at all the ports
of call.

At Swinemunde crowds of ex-
cursionists visited the British men-of-war.

The crews landed and spent some
time sightseeing.

A banquet was given at Kurlans at
which British and German admirals
were present.

Cordial toasts were drunk and
felicitation speeches were made.

SENSATIONAL SUICIDE.

FINANCIER FAILS HEAVILY.

Disastrous Sugar Speculation.

LONDON, August 29.

A great sensation has been caused in
Paris by the suicide of the great
financier, M. Crozier.

M. Crozier had speculated very
heavily in sugar, with the most dis-
astrous results, and he took his own life
in consequence.

His liabilities are estimated at
£2,500,000 sterling.

(REUTERS SERVICE.)
**THE CRUISE OF THE CHANNEL
SQUADRON.**

LONDON, August 28.

The Channel Squadron has arrived at
Swinemunde, which was crowded with
sightseers; the German active squadron is
expected to arrive to-day.

**THE TANJONG-PAGAR
ARBITRATION.**

Sir Michael Hicks-Beach left New York
on the 18th (7.28th) instant for Vancouver
en route to Singapore, in connection with the
Tanjong-Pagar Dock arbitration.

RUSSIA.

Mobilization of Reserves.

The extensive mobilization of Reserves
at Riga, Windau, and other centres is
considered to be significant.

The fight between Color-Sergeant
Smith, of the 10th Hussars, and Corporal
Smith, of the Lincoln, for the Champion-
ship of India and £1,500 aside, on August
18 was won by the former in the second
round.

ALLAHABAD, August 17.—The Pioneer's
London correspondent wires that the Lon-
don Chamber of Commerce, inspired by
Lord Roberts' speech, invites the co-opera-
tion of other Chambers in an endeavour to
improve the country's military position.
The non-conformists have started an anti-
Roberts agitation, which the Chronicle
opposes.

ALLEGED IMPERSONATION.

Judgment For Plaintiff.

The case of alleged impersonation and forgery was concluded in the Original Jurisdiction of the Supreme Court, before the Chief Justice (Sir Francis Pigott), this morning.

The plaintiff (Lo Kwang Chiu) sued the defendant (Vicenzo) Pietro Musso (Peralta) and asked that a document bearing date March 25, 1905, and purporting to be a deed of mortgage by the plaintiff to the defendant of the plaintiff's share and interest in Inland Lot No. 7, be set aside, and that the registration thereof in the Land Office be cancelled; that a declaration be made by the Court that the said document was a forgery and void and that no charge upon the piece of land or the plaintiff's interest thereof be effected thereby.

Mr. E. H. Sharp, K. C., and Mr. H. G. Calhoun (instructed by Mr. R. A. Harding of Messrs. Ewins, Harston, and Harding) appeared for the plaintiff, while Mr. H. E. Pollock, K. C. (instructed by Mr. E. A. Bonner, of Messrs. Denys and Bowley) represented the defendant.

His Lordship, in giving judgment, said:—The mortgage on which the defendant relies in this case is a palpable fraud. It is quite possible that owing to the use of a name which was not the name of the true owner, the mortgage might not fall strictly within any of the definitions of forgery given by Stephens in his Digest of the Criminal Law; though I have little doubt that such a case as the present, if it had occurred in England, would have been added to the list of cases given in Article 350, illustrative of what is meant by making a false document. But even if this were not so, the offence of obtaining money on false pretences was committed. The argument of the defendant's counsel pressed to its logical conclusion comes to this: that although the maker of the deed had been found guilty of one or other of these offences, yet the true owner is not entitled to have it cancelled or set aside if he comes to the Court under circumstances which raise suspicion as to his conduct of title; in other words that the deed found in his fraudulent deed is to remain of full effect in favour of the non-fraudulent party who has been misled by it. This argument is said to be supported by the fundamental maxim of equity that "he who comes into equity must come with clean hands." The attempt to make this principle applicable to the present case shows how carefully the maxim must be applied.

The suspicious circumstances connected with the deed of assignment, Lam Sui Man to the first son of Li Chuk Chi, are that the purchase money was paid to the father; that he retained control of the property and received the rents; and that he had made similar arrangements with regard to other property in Macao; and that the whole transaction looked very like an arrangement made with a view to defraud creditors in the event of his going into bankruptcy in Hongkong. The true motive may of course have been to make provision for his sons, the consideration being natural love and affection. But for the purpose of the argument I assume that the other assumption is the correct one. Now in the text books the maxim is illustrated by the following case:—If a person seeks to cancel an instrument on the ground of fraud, equity will not interpose on his behalf if he has been guilty of willful participation in the fraud. But, the books continue, the maxim must be understood to refer to misconduct in regard to the matter in litigation, and not to any misconduct, however gross, which is unconnected with the matter in litigation and the opposite party in the cause has no connection. Applying the maxim thus explained to the suggestion made as to the significance of the father's method of dealing with his property, it is clear that the idea of defrauding creditors is the defendant in this case has nothing to do; the question could only arise in the Court of Bankruptcy. I hold therefore that the maxim does not apply to the present case. The defendant, however, is entitled to little sympathy; for he acted in the face of the warning given to him by his solicitor, and the very peculiar circumstances of the case, with unreasonable haste in pressing the mortgage through without a proper investigation of title, although Mr. Donn F. did the best he could for him, by advising him of the risk he was running. The plaintiff is therefore entitled to the relief he asks and judgment must be entered for him on the terms of the prayer for relief. I propose to draw the attention of the Government to what seems to be a very serious omission in the law of registration, which does not make due provision for a proper investigation by the Land Officer of the identity of the parties by comparison of their Chinese signatures. This omission it was which made what is really a clumsy fraud possible.

Mr. Pollock—I think I am fully entitled to address you with regard to costs. On the evidence which has been given by the plaintiff it is clear that the person who carried out the fraud is more or less crazy and he seems to have been left alone. He was not followed and guarded as I submit he should have been by his family. He is, of course, a brother to the plaintiff and son of the man who actually purchased the property. Although the deed must be set aside in accordance with your Lordship's judgment, it does not follow that the plaintiff would be entitled to costs. There are circumstances in this case which would justify your Lordship in exercising your discretion and directing each party to pay their own costs.

The Chief Justice—I am somewhat impressed with your plea, but under the circumstances I think the defendant acted most rashly. If it had not been for that I think I might have met your application, but as it is—

Mr. Pollock—There is another point. I think it was quite unnecessary for plaintiff to have engaged two counsel.

The Chief Justice—That is a matter for the Registrar; it is a legitimate point.

Mr. Pollock—Will your Lordship give an intimation on this point; it has been done in other cases.

The Chief Justice—I don't think so. It will be referred to the Registrar.

Judgment was therefore given for plaintiff with costs.

Let It Be Known.

The widest possible publicity should be given to the fact that summer diarrhoea in children and cholera infection can always be cured by the judicious use of Chamberlain's Colic, Cholera and Diarrhoea Remedy. It never fails. For sale by all Dealers; WATKINS & Co., Ltd., General Agents.

IN THE GRIP OF A TYPHOON.

A Rough Scene on the Harbour.

After having enjoyed comparative immunity from typhoons for about twelve months the Colony was visited by one to-day. The first warning was given yesterday by the typhoon signal being hoisted at the Observatory and later by the firing of the typhoon gun at 10 o'clock last night. At the night were on, however, the elements became quieter and it was thought that the depression was passing away from the Colony, but this morning the wind again raged and hopes for fine weather were dispelled by the following notice issued from the Observatory:—

"The barometer has risen in Formosa and fallen much in the neighbourhood of Hongkong. The centre of the typhoon which appears to be situated from 100 to 150 miles to the E.S.E. of Hongkong will probably approach the Colony nearly. Should its present course towards W.N.W. be maintained the centre will pass to the S. of the Colony and a very heavy gale if not full typhoon will blow from N.E. to S.E."

At 9 o'clock the barometer stood at about 29.40 and by 2.30 p.m. it had fallen to 29.30 and was still going down. The centre of the typhoon was then estimated to be from 30 to 100 miles away from the Colony and the wind was blowing a strong gale from the north-east, whence we get most of our typhoon weather.

At the first hoisting of the typhoon signal most of the sampans and smaller craft in the harbour made for shelter and any that still lingered were off at daylight this morning, after having their fears confirmed by the firing of the typhoon gun.

This morning masters of steamers also considered it prudent to make for Junk Bay and many went into shelter there. A few steamers, however, remained behind with steam up, and their masters spent a very anxious time.

At two o'clock the wind was blowing straight across from Old Kowloon City to Blake Pier and the waves were dashing against the Praya with terrific force, the spray breaking across Connaught Road on to the houses on the opposite side of the roadway. The water was beaten up until it was a dull muddy colour, and when the waves struck the corner made by the junction of Blake Pier with the Praya the water shot up into the air like a water-spout, for fully 40 feet; the same spectacle being witnessed at the Star Ferry Wharf, Douglas Wharf, Queen's Statue Wharf and numerous other landings.

Across the Praya in all directions the spray dashed in blinding showers and business all along the water front was entirely suspended, while on the harbour a launch or other means of getting off to a ship, had any one desired to do so, could not have been obtained for love or money.

The harbour presented a fine but very turbulent appearance: the force of the wind churning the water up into waves of no mean dimensions.

The sight along the water front was a fine one, and attracted large numbers of spectators who watched the ships riding the gale with the greatest interest.

The American gunboat "Callao," moored off Murray Pier monopolised a large share of attention, and she strained at her moorings and tossed about even though she had steam up and was working her engines about half speed ahead. The same remark applies to all the steamers further out in the harbour; they were all prepared for emergencies and were ready to battle with the elements should their moorings give way.

The Star Ferry boats ceased running about midday so the Kowloonites were compelled to remain on this side of the harbour but were able to console themselves that they were in a position no worse than residents of the Pak who were also cut off from their homes by the stoppage of the tram cars.

The electric tram continued to run as usual and was apparently little inconvenienced by the weather. Mr. J. Gray Scott, the manager, declared that they would run whilst possible, though no risks would be taken in the event of the full force of the typhoon striking the island.

The ricksha men had a bad time of it, and the creaking with the gale any thing but pleasant. We heard of one vehicle overturning and no doubt others met with similar experiences.

A Wind Table.

WIND VELOCITY (MILES PER HOUR) AND SECOND MINIMUM BAROMETER.

DATE	WIND VELOCITY (MILES PER HOUR)	SECOND MINIMUM BAROMETER
1893 Oct. 2nd	81	29.27
1894 Sep. 25th	86	29.31
1894 Oct. 5th	85	29.09
1896 July 29th	108	29.78
1900 Nov. 10th	90	28.75
1902 Aug. 2nd	92	29.09

STOPPAGE OF THE PEAK TRAM.

A Rope That Slipped.

The cars of the Peak Tramway ceased running at 8 o'clock last night, and much to the disappointment of residents of the higher levels, who had to face the elements, did not resume running this morning.

There were many guesses as to the cause of this, and a rumour was circulated that it was owing to the approach of the typhoon. That was not so, however, for on making inquiries it was learned that the stoppage last night was made in order to effect some necessary repairs.

These included applying the rope by which the cars are drawn, and while this operation was in progress one end of the rope slipped, by some means, between 6 and 7 o'clock this morning, and the workmen were confronted with the formidable task of dragging it back up the hill again. To accomplish this a force of upwards of 50 coolies was secured and after a good deal of trouble they accomplished the task.

In consequence of the stoppage there were a large number of very unwilling pedestrians from the Peak this morning. The sudden demand for chains created quite a stir in the market for these conveyances and consequently walking was the only means of coming to business open to a large number.

A COLLISION AT SEA.

Claim for Damages.

Sitting in the Admiralty Jurisdiction of the Supreme Court this morning their Honours Sir Francis Pigott (Chief Justice) and Captain Sir John George (S.A. "Mascotte") heard an action arising out of the collision of the s.s. "Venetia" and the s.s. "Proteus."

Mr. H. E. Pollock, K. C., (instructed by Mr. C. D. Wilkinson, of Messrs. Wilkinson and Crist) appeared for the owners of the "Proteus" and Mr. E. H. Sharp, K. C., (instructed by Mr. H. G. U. Bailey, of Messrs. Johnson, Stokes and Maister), appeared for the owners of the "Venetia."

There was a cross action between the parties.

The salient facts of the case, said Mr. Sharp, were that on March 13 the "Venetia" was on a voyage from Hongkong to Japan with a cargo of coal, fully laden. During the night of March 13 and 14 the "Venetia" was continually passing through showers of fog—banks of fog. She proceeded therefore during the night at different rates of speed, slowing down whenever she was in a bank of fog. At 8 a.m. on March 14 the "Venetia" altered her course to N.E. and continued on this course until the collision took place. At 9 a.m. the "Venetia" was about 23 miles south-east of Good Hope Cape and was going at full speed, with a load of steam; her rate of speed was about eight knots. The Captain, third officer and quartermaster were on the bridge, the latter steering, and another quartermaster was on the look-out, forward. At 9.4 a.m. the "Venetia" entered a fog bank and her speed was reduced to half, and she began to sound the fog signals laid down in the regulations, that was, a prolonged blast every two minutes. Presently the Captain of the "Venetia" heard the whistle of another vessel, ahead and slightly to the starboard, which ultimately proved to be the "Proteus" bound on the same course, from Japan to Hongkong. The "Venetia's" engines were altered to slow—about 1½ knots—and thereafter the ship proceeded with caution. At 9.14 the fog became thicker and the whistle of the "Proteus" was heard, ahead and slightly to the starboard. The "Venetia's" engines were reversed full speed for a few revolutions to take all way off her and she began to sound the fog signal for a stationary vessel with no way on; that was, two prolonged blasts instead of one. While the "Venetia" was thus stationary the "Proteus" suddenly appeared, about 1½ points on the starboard bow of the "Venetia" and only two or three lengths distant. She was approaching rapidly; that was to say, rapidly in view of the circumstances. Mr. Sharp did not suggest that the "Proteus" speed would have been improper in clear weather, but under the circumstances it was rapid steering. Her speed was five knots. She was on a course nearly parallel to that of the "Venetia," and would in all probability have cleared her had she kept on her course. Just at the last, after she had come into view, the bow of the "Proteus" swung to starboard, very likely caused by her engines being suddenly reversed. Mr. Sharp could not say what caused her bow to swing round, but it did and the collision took place. The stem of the "Proteus" struck the "Venetia's" starboard side, pretty well forward. It had been suggested that the "Proteus" also struck the "Venetia" and it was very likely that such was the case. At the moment of impact the "Venetia" was still heading N.E. and after the collision the way on the "Proteus" carried the latter vessel past the "Venetia" and she soon disappeared in the fog.

Such were the facts, said Mr. Sharp. The "Venetia" complied with the regulations and the requirements of good seamanship. "Proteus" when she first heard the whistle and the ship was then about one mile apart—the "Venetia" slowed down, and finally stopped entirely. On the other hand he submitted that the "Proteus" failed to observe the regulations laid down by the Articles regarding navigation during fog and neglected to comply with the requirements of good seamanship. The "Proteus" mistook the "Venetia" and approached at a speed which under the circumstances was excessive. The officer in charge of the "Proteus," continued Mr. Sharp, lost his head and accelerated the worst manoeuvre he could have done—steering his helm, he ported his helm, or else the ship swung round, through the reversing of the engines. They could not be certain what caused the "Proteus" to swing to starboard.

The case is proceeding.

TROUBLE IN AMOY.

Arrest of Boycott Leaders.

The Canton Times publishes a column dealing with affairs in Amoy, arising out of the boycott. According to this article, would appear as if the American Consul of that port, has been seeking to have sundry leaders of the boycott arrested. Three men are singled out: Chan Tze Lin, Wong Nai Cheung, and Lin Ngn Tong, who have been prominently conspicuous in advocating the movement with which we are now so familiar.

The American Consul, according to this report, sent a despatch to the Intendant of the Circuit, complaining of the aggressiveness of these three gentlemen, pointing out that the present agitation is endangering the peaceful relationship between two friendly powers, and urging that they be forthwith arrested.

If this account be correct, nothing more impolitic than this action on the part of the Consul can be imagined, for the Chinese, at present, are in no mood to submit to any pressure emanating from outside sources. The most effective method by which Americans can meet the present opposition, next to receding the obnoxious laws, is to let things run their course, and stand by whilst this burst of native anger expends itself.

The Intendant at once communicated with Chan Tze Lin, and asked him to explain. The gist of the reply is that all the provinces of China are acting in the same way, and are imbued with the same determination. Amoy may not be regarded as a solitary exception. Moreover, in Amoy itself, unless the sympathies of the people ran in favour of the boycott, no one man could create it, and since the people are so determined, no one man can uproot it. This correspondence and the rules, to which objection has been taken, have been forwarded to America. It is affirmed that two of the rules of the boycott are specially distasteful to the Consul. The organisation has attempted to prevent the natives from entering the local churches, which are under the direction of American missionaries; and further has tried to influence those who were bound to leave their native societies, and join others. Secondly, the League did its best to prevent any property from being let to Americans. These conditions are said to be especially obnoxious, not unnaturally, to the American Consul.

The Intendant has issued a proclamation, in which he has instructed the people, to avoid any occasion of friction. The attitude of the League, the interfering with the free action of the people in regard to entering the Christian church, is specially condemned. Lastly the people are informed that the American government has promised to revise the treaty, and therefore they are to wait quietly and patiently. From this account it would appear that there has been in Amoy some friction between the people and the officials, as well as in Canton, and this will probably explain the unexpected movements of H.M.S. "Iphigenia" which on Sunday, instead of proceeding homewards, was ordered to repair at once to Amoy.

The Baralong-Kingo Maru Collision.

We have received additional particulars regarding the collision in the Inland Sea on August 22, from which we gather that the "Kingo Maru," 2,038 tons, left Moji at 5.30 p.m. on August 22 bound for Ujima, in the Inland Sea, and she sank in three minutes. There are 125 persons on board. At 10.30 p.m. on the same day, when two miles from the Himejima, lighthouse, she was rammed by the N. Y. K. chartered steamer "Baralong," 2,664 tons. The latter vessel was going so much faster and dealt her such a terrible blow, that the "Kingo Maru's" bows rose up almost perpendicularly, and she sank in three minutes. There are 125 persons on board. The "Baralong" rescued 58, of whom she transferred 18 to the tank steamer "Goldmouth," 4,883 tons, bound for Moji. Major Kobori, Lieutenant Shimazumi, Sub-Lieut. Yamada, and two surgeons are among the missing. Three junior officers were wounded, of whom one, Sub-Lieut. Matsuda, was severely injured.

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To pay a Dividend of 10 per cent.	\$90,000.00
To transfer to Repairs and Renewals Account.	30,000.00
To write off from value of Electric Installation.	5,000.00
To carry forward to new A/c.	10,126.40
Count	\$118,126.40

VALUE OF PROPERTY.

The Company's land and buildings property has been, quite recently, re-valued by Messrs. Palmer and Turner, and the Property Accounts written up by the amount of the additional value (\$648,975.78) the Reserve Fund being credited with an equivalent sum.

INCREASE OF CAPITAL.

The Directors, propose later on, to recommend to Shareholders the advisability of doubling the present capital of \$800,000, by transferring that sum from the Reserve Fund to Capital Account.

ISSUE OF NEW CAPITAL.

As there is urgent need of additional funds to repay the overdrafts due to the Hongkong and Shanghai Banking Corporation, and to complete the payments for the New Building on the Reclamation, known as "Hotel Mansions," the Directors desire, at an early date, to obtain the sanction of the Shareholders to the issue of additional new capital which they hope can be floated at a high premium.

REPAIRS AND RENEWALS ACCOUNT.

It will be noticed that it is proposed to place the large sum of \$30,000 to the above account.

This is considered necessary to meet the cost of extensive repairs to the old buildings which are urgently needed, and possible removal of the hydraulic lifts which are by no means equal to requirements of the present day.

DIRECTORS.

Mr. W. Parfitt retires by rotation, but offers himself for re-election.

AUDIT.

The accounts have been audited by Messrs. H. U. Joffres and J. E. Bingham (the latter in the absence of Mr. A. Lowe, C.A.) who offer themselves for re-election.

W. PARFITT, CHAIRMAN.

Hongkong 29th August, 1905.

RIFLE SHOOTING.

Inter-Mess Competition.

An Inter-Mess Competition was shot off at Stonecutters Island on August 26th, between the 2nd Royal West Kent Regiment, The Royal Engineers, A.O.C. and A.S.C. and the Royal Garrison Artillery.

The following were the scores:—

2nd Royal West Kents	32	34	29	96
Royal Engineers	31	33	27	91
A.O.C. and A.S.C.	33	32	26	91
Royal Garrison Artillery	31	32	28	91

The Royal Garrison Artillery were allowed 40 points for using carbines, making their total score 455. The highest individual score was 97 made by S.S. McSwenny of the Royal Engineers.

The following were the scores by the winning team:—

Sgt. Major Mitchell	32	34	29	96
C. Sgt. Bullock	31	33	27	91
Armr. Sgt. Simons	33	32	26	91
C. Sgt. Spooner	31	32	28	91
Sgt. Moir	29	30	27	86
C. Sgt. Crocker	29	28	28	85
Qr. Master Sgt. Wood	28	30	24	82
Sgt. Kavan	28	31	23	82

Total 609

BY WHARF AND WAVE.

The N. Y. K. is about to place the chartered steamer "Dorax" on its Shanghai line.

The Emperor sent a message congratulating A. Mital Arsi on the reclothing of the "Varyag."

In the late typhoon an O. S. K. steamer was stranded at Yokohama, and the beacon light on Fokusei Rock, Hizen, was destroyed.

The "Peresviet" has been renamed the "Segami" the "Polina," the "Ango," the "Bayan," the "Am," the "Pallada," the "Tegura," and the "Varyag," the "Soya."

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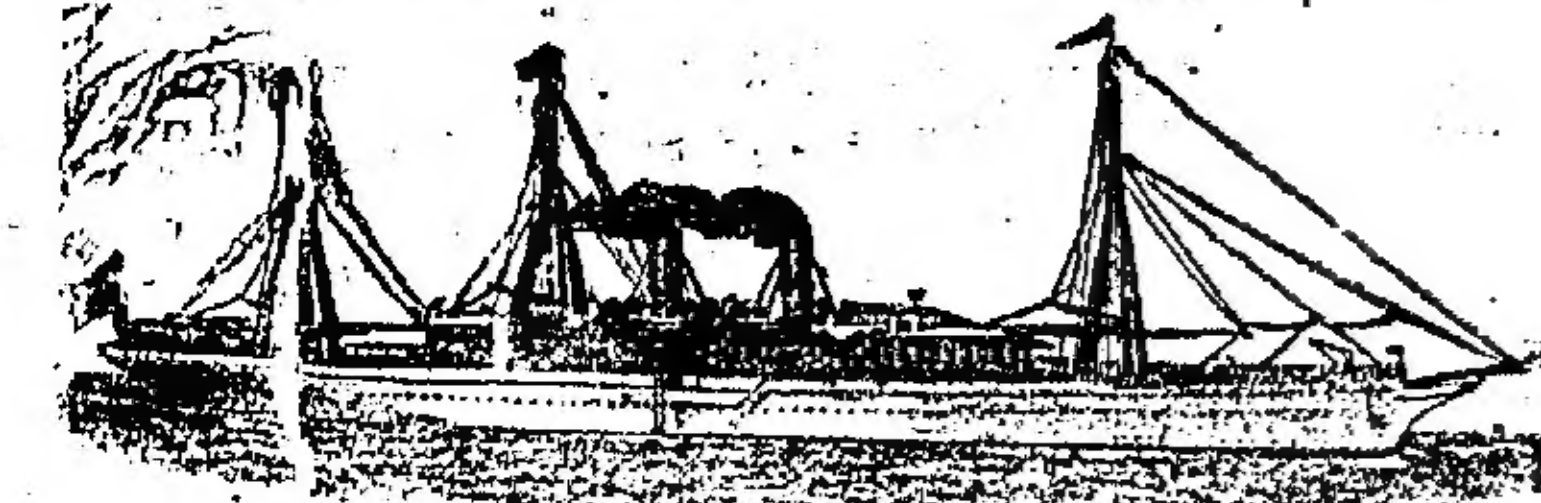
Shipping.

PENINSULAR & ORIENTAL STEAMSHIP
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WILL dispatch VESSELS to the Undermentioned PORTS on the DATE named—

PORTS	VESSELS	TO SAIL ON	REMARKS
PHAM, via SHAN, TAKU, MOI, and KOBE (Passing through the INLAND SEA)	PERA	About 31st August	Freight only.
LONDON & ANTWERP, via SHAN, TAKU, MOI, and KOBE	MALACCA	About 31st August	Freight and Passage.
SHANGHAI, via SHAN, TAKU, MOI, and KOBE	SIMLA	About 7th September	Freight and Passage.
LONDON, via SHAN, TAKU, MOI, and KOBE	BENGAL	About 9th September	See Special Advertisement.
LONDON, via MANILA	BANCA	About 10th September	Freight only.

For further Particulars, apply to—
P. & O. S. N. Co.'s Office, Hongkong, August 29, 1905.

CANADIAN PACIFIC RAILWAY COMPANY'S
ROYAL MAIL STEAMSHIP LINE

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

Calling at SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

R.M.S. PROPOSED SAILINGS FROM HONGKONG, (Subject to Alteration).

TARTAR, R.M.S. Com. W. Davidson, R.N.R. 4225 Tons Wednesday, Sept. 13.

EMPEROR OF JAPAN, R.M.S. Com. H. Pybus, R.N.R. 6000 Tons Wednesday, Sept. 20.

EMPEROR OF CHINA, R.M.S. Com. R. Archibald, R.N.R. 6000 Tons Wednesday, Oct. 18.

ATLANTIC, R.M.S. Com. S. Robinson, R.N.R. 5882 Tons Wednesday, Nov. 1.

EMPEROR OF INDIA, R.M.S. Com. E. Betham, R.N.R. 6000 Tons Wednesday, Nov. 15.

Hongkong to London, 1st Class, via St. Lawrence 290, via New York 262.

Intermediate on St. Lawrence, 1st Class, 240, via New York 242.

THE magnificent "EMPEROR" STEAMSHIP, passing through the famous INLAND SEA OF JAPAN, usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, and make connection with the PACIFIC OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

R.M.S. TARTAR and ATLANTIC carry INTERMEDIATE Passengers only at intermediate rates, affording superior accommodation for that class.

Passengers booked through to all principal points and AROUND THE WORLD. SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further Information, Maps, Guides, Books, Rates of Freight and Passage, apply to—
Corner Peel Street and Praya, D. F. BROWN, General Agent, Hongkong, August 23, 1905.

PORTLAND AND ASIATIC
STEAMSHIP COMPANY.

SAILING FROM HONGKONG, via INLAND SEA OF JAPAN, MOI, KOBE & YOKOHAMA; FOR PORTLAND, OREGON.

Operating in connection with the OREGON RAILROAD & NAVIGATION CO.

STEAMSHIP, Tons, Captain, To SAIL AT DAYLIGHT.

ARACONIA, 4196, Captain, Sept. 1, 1905.

NICOMEDIA, 4270, Captain, Sept. 29, 1905.

SOMANTIA, 4270, Captain, Oct. 14, 1905.

ARABIA, 4483, Captain, Nov. 7, 1905.

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to—

S. SILVERSTONE, Acting General Agent, Hongkong, August 14, 1905.

OSAKA SHOSHEN KAISHA.

REGULAR STEAMSHIP SERVICE BETWEEN HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

THE CO.'S S.S. DAIJIN MARU, Capt. H. Ohta, Leaving Sunday, 10th September.

THE CHANTREAU S.S. TRIUMPH, Capt. A. Hansen, Leaving Thursday, 1st August.

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SHIPPING.

ARRIVALS.
August 29.
Austria, Austrian steamer, 4,870, R. Colletani, Shanghai August 29, General.
SANDER, WIELER & Co.
Tiger, Norwegian steamer, 2,110, P. Dörge, Moji August 22, Coal—SHEWAN, TOMES & Co.
Wong-koi, German steamer, 1,270, W. Reher, Bangkok and Swatow August 28, RICE—BUTTERFIELD & SWIRE.
Haiton, French str., 377, L. Andersen, Pakhoi and Hoihow August 28, General.
A. R. Lacey.
Agamemnon, British str., 4,200, Batt. Glasgow, via Liverpool and Singapore to Aug. 24, General—BUTTERFIELD & SWIRE.

August 30.
Jacob Duedrich, German steamer, 625, B. Ohlen, Pakhoi and Hoihow August 29, General—JENSEN & Co.
August 31.
Opland, for Koba.
Shanghai, for Ningpo.

DEPARTURES.
August 29.
Opland, for Koba.
Shanghai, for Ningpo.

CLEARED.
Waltham, for Amoy.
Shanghai, for Manila and New York.
Pera, for Shanghai.
Rosa, for Friedrich, for Europe, &c.
Hua, for Kowloon-shan.
Agamemnon, for Shanghai.

PASSING.
Per Austria, from Shanghai, Messrs. Muller and Bantz.
The German steamer *Wong-koi* reports: All the voyagers nearly dead with the last day for Swatow and Hongkong; moderate N.E. winds and rough easterly swell.

SHIPPING NOTICES.

Mails will close.

For SWATOW, AMOY, FOCHOW & SHANGHAI—
Per *Prinz*, at 9 a.m., on Thursday, the 31st August.

For BANGKOK—
Per *Prinz*, at 9 a.m., on Thursday, the 31st August.

For YOKOHAMA & KOBE—
Per *Willehad*, at 10 a.m., on Thursday, the 31st August.

For BATAVIA, SAMARANG, SOURABAYA & MACASSAR—
Per *Tjalling*, at 10 a.m., on Thursday, the 31st August.

For SHANGHAI—
Per *Prinz*, at 2 p.m., on Thursday, the 31st August.

For KOBE & YOKOHAMA—
Per *Kunming*, at 2 p.m., on Thursday, the 31st August.

For MACAO—
Per *Hongkong*, at 2.15 p.m., on Thursday, the 31st August.

For WEIHAWEI, CHEFOO, NEW-CHANG & TIENTSIN—
Per *Kunming*, at 3 p.m., on Thursday, the 31st August.

For SHANGHAI, CHEFOO & TIENTSIN—
Per *Nord*, at 4 p.m., on Thursday, the 31st August.

For KEELUNG, HOJI, KOBE, YOKOHAMA, PORTLAND (OR)—
Per *Argentina*, at 9 a.m., on Friday, the 1st Sept.

For SWATOW, AMOY & FOCHOW—
Per *Hankow*, at 10 a.m., on Friday, the 1st Sept.

For MACAO—
Per *Hongkong*, at 12.15 p.m., on Friday, the 1st Sept.

For SINGAPORE, SOURABAYA & SAMARANG—
Per *Hankow*, at 2 p.m., on Friday, the 1st Sept.

For CEBU & ILOILO—
Per *Kunming*, at 3 p.m., on Friday, the 1st Sept.

For MANILA—
Per *Yokohama*, at 3 p.m., on Friday, the 1st Sept.

For KUDAT & SANDAKAN—
Per *Borneo*, at 8 a.m., on Saturday, the 2nd Sept.

For MANILA—
Per *Rubi*, at 11 a.m., on Saturday, the 2nd Sept.

For SHANGHAI—
Per *Hongkong*, at 2 p.m., on Saturday, the 2nd September.

MAILS BY THE GERMAN PACKET.

The German Contract Packet *P. E. Friedrich* will be despatched on THURSDAY, the 31st August, with Mails for the United Kingdom, the Continent of Europe, and places beyond, via Marseilles, to Saigon, Straits Settlements, Batavia, Borneo, Ceylon, Madras, the Australian Colonies, Aden, Natal and the Cape, Egypt, Malta, and Gibraltar. Printed Matter and Samples at 10 a.m. Registration, with late fee of 10 cents, up to 10.45 a.m. Letters at 11 a.m. Late Letters 11 to 11.30 a.m. Extra Postage 10 cents. (Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)

MAILS BY THE UNITED STATES PACKET.

The United States Mail Packet *Korea* will be despatched on WEDNESDAY, the 31st August, with Mails for Amoy, Shanghai, Japan, San Francisco, United States, Canada, Porto, &c., which will be closed at 10 a.m. Printed Matter and Samples at 10 a.m. Registration, with late fee of 10 cents, up to 10.30 a.m. Letters at 11 a.m. Late Letters 11 to 11.30 a.m. Extra Postage 10 cents. (Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)

VISITORS AT HOTELS.

HONGKONG HOTEL.

Mr. F. R. J. Adams Mr. A. H. Laing
Mr. C. S. O. Aker Major Lawless
Mr. and Mrs. T. K. M. R. Lewis
Bingham & child Mr. L. S. Lewis
Mr. S. Bioney Mr. W. L. Lough
Mr. W. S. Bissell Mr. D. MacDonald
Mr. J. A. Bonney Dr. O. Marriott
Mr. J. G. Brighton Mrs. Merlees
Mr. L. Broughall Mr. R. E. Miller
Mr. and Mrs. W. O. P. L. Miller
Bumner Mr. and Mrs. E. M. Moore
Lieut. H. E. Bell
Mr. W. L. Carter Mrs. Morrison and child
Mr. H. F. Chalkley
Mr. and Mrs. H. K. M. P. Muscat
Chambers Mr. A. G. Newington
Hon. Dr. Francis M. O. O'Leary
Miss G. Oei
Mr. M. O. Clark Mrs. A. J. Packer
Mr. L. Clarke Mr. B. L. Le Pan
Eng. L. and Mrs. H. R. N. Le Pan
Mr. W. Parfitt
Mr. G. Cunningham Mrs. E. Offord Patey
Mr. F. O. Davies Mr. W. V. Poake
Mr. F. H. Doolittle Mr. and Mrs. T. L. Perkins
Mr. and Mrs. Douglas
Mr. T. C. Downing Dr. L. R. Reed
Miss C. Donnelly child
Mr. H. Fletcher
Mr. G. Glover Mr. L. Rochet
Mr. C. Gots Mr. A. O. Scott
Mr. A. W. Grant Mr. J. J. Shea
Mr. F. Grono Mr. A. J. Skinn
Mr. F. Grono Mr. C. Skitt
Capt. T. Hall Mr. E. A. Snewin
Mr. O. Toong Ham Mr. W. M. Stewart
Mr. R. Harding Mr. W. R. Swan
Capt. E. T. Hoffman Mr. M. L. Thompson
Mr. E. T. Hoffman Mr. J. Thornbrow
Engineer Capt. Hurst Mr. A. M. Timke
R. N. Mr. O. H. Unbehaun
Mr. C. Haworth Mrs. G. W. Watkins
Capt. R. Innes Mrs. G. W. Wheaton
Mr. F. Kerr Mrs. A. W. Whitely
Miss C. Kolb Mr. and Mrs. Wright

PEARL HOTEL.

Mr. F. E. Aucott Mr. W. H. Howard
Mr. M. P. Beattie Mr. D. Hudg
Mr. A. Beattie Mr. H. U. Joffies
Mr. and Mrs. Bell Mr. P. T. Johnson
Mr. and Mrs. Bell Mr. and Mrs. Joseph
Mr. and Mrs. B. Duggan Major Josling
Mr. and Mrs. Bouchier Major and Mrs. Kelsall
Capt. & Mrs. Boyd Major & Mrs. Kelsall
Mr. D. E. Brown Mr. Lauder
Mr. and Mrs. Cardow Mr. and Mrs. May
Mr. Chalmers Dr. & Mrs. Macfarlane
Major Chalmers Mr. R. Martin
Mr. A. N. Clothier Mr. and Mrs. J. Meier
Mr. and Mrs. A. E. M. R. Mitchell
Cocks Mr. Muello
Col. Darling M. L. Hough O'Neil
Mr. Dixon Major Parry
Lieut. A. Dymock Mr. J. Peace
Mr. Fuller Mr. Philpot
Capt. Gales Mr. H. E. Kellogg K.O.C.
Mr. Gause Mr. Sower
Mr. B. Brotherton Mr. A. Sinclair
Harker Mr. and Mrs. F. J. M. Von de Stadt
Mr. and Mrs. F. J. M. Von de Stadt
Haskin Mr. Stokes
Col. Haynes Mr. W. von Uffel
Mr. F. A. Huzand Mr. C. Gordon Yudin
Mr. A. Huzand Capt. & Mrs. Vereker
Mr. and Mrs. Helling Dr. M. J. White
Mr. and Mrs. Helling Dr. M. J. White
Mr. F. C. Wilford

CARLTON HOUSE.

Mr. Ainslie Mr. Kohlmeier
Mr. Roger J. Andap Mr. Alex. J. Lugell
Capt. T. Anderson Mr. Mason
Mr. E. E. Blanco Mr. A. Norreana
Mr. W. B. Boyer Mrs. G. O'Brien
Mr. J. C. Crichton Mrs. Parker & child
Mr. L. T. Doherty Mr. A. J. Pugh
Mr. A. H. Douglas Mr. F. S. Rayner
Mr. B. Engel Madame Ribot
Mr. A. Fletcher Miss Square
Miss M. Gains Mr. O. Sinegar
Miss M. Hayes Mr. O. Tams
Mr. J. Jorgensen Mr. E. M. Williams

KING EDWARD HOTEL.

Mr. M. E. Asger Mr. C. Kravay
Mr. A. E. Asger Capt. H. Kroba
Mr. L. E. Bonetta Mr. John Kynoch
Dr. Billinger Capt. C. Moller
Mr. Charles W. Mr. E. M. Moses
Frankel Mr. and Mrs. H. Reed
Mr. R. H. Griffiths Mrs. E. M. Stevens
Mr. W. P. Grund Mr. E. T. Toman
Mr. J. Watt Jamerson Mr. W. Ukon
Mrs. J. W. Jamerson

THOMAS'S HOTEL.

Miss Sybil Baron Mr. F. M. Egan
Mr. J. Barr Mr. S. J. Keston
Mr. and Mrs. R. Bass Mrs. G. Hill
Mr. A. Bauman Mr. R. E. Landan
Mr. J. O. Brien Miss A. Lawm
Mr. G. F. Burrus Mr. A. Rault
Mr. Wm. Cadden Mr. and Mrs. Chow
Mr. Geo. Compere Tung Shing & child
Mr. G. M. Cool Mr. & Mrs. C. Venason
Mr. Wm. Douglas Miss Beatie Young

HONGKONG REGISTER.

Barometer 9 a.m. 29.40
Do 1 p.m. 29.35
Do 4 p.m. 29.28
Thermometer 9 a.m. 83
Do 1 p.m. 81
Do 4 p.m. 80
Do (Wind) 0 a.m. 81
Do 1 p.m. 77
Do 4 p.m. 78
Do Maximum over night 89
Do Minimum over night 71

HONGKONG REGISTER.

Barometer 29.62 29.68 29.48
Humidity 80 85 88
Direction of Wind S W NW
Force 0 1 2
Weather 0 0 0
Rain 0 0 1.10

HONGKONG REGISTER.

Highest open air temperature on the 29th 83
Lowest open air temperature on the 29th 71
F. G. Froo, First Assistant.
Hongkong Observatory, Aug. 29th, 1905.

Merchant Vessels in Hongkong Harbour.

Excludes of late Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eleven Sections, commencing from G. cen Island. Vessels near the Hongkong shore are marked A., near the Kowloon shore K., and those in the body of the Shipg off midway between each shore are marked C., in conjunction with the figures denoting the sections.

Section.
1. From Green Island to the Oak Works.
2. From Oak Works to Jardine's Wharf.
3. From Jardine's Wharf to the Harbour Office.
4. From Harbour Office to the Market.
5. From the Market to Peddar's Wharf.
6. From Peddar's Wharf to the Naval Yard.
7. From Naval Yard to Blin Building.
8. From Blin Building to East Point.
9. From East Point to North Point.
10. Kowloon Wharves.
11. Jardine's Wharf.

Vessel Names.	Flag	Captn.	Reg.	Tonn.	Date of Arrival	Consignees or Agents.	Destination.
Steamers.							
Agamemnon	British	5	4200	Aug. 29	Butterfield & Swire	S'pore & Calcutta	August 31.
Alania	British	5	7423	Aug. 29	Essexby		
Austria	British	5	8479	Aug. 29	Sander, Wier & Co.		
Benedict	British	5	2972	Aug. 29	Gibb, Livingston & Co.	Nagasaki & Yama	August 31.
Aragonian	British	5	3224	Aug. 29	Portland & A. S. S. Co.	Shanghai & Portland, Or	Sept. 1.
Batzenhall	British	5	1373	Aug. 29	Doddwell & Co., Ltd.		
Borneo	British	5	1312	Aug. 29	Molchers & Co.		
Brand	British	5	1519	Aug. 29	China		
Changsha	British	5	1800	Aug. 29	Butterfield & Swire		
Chidder	British	5	1012	Aug. 29	A. T. & Co.		
Chunshun	British	5	1416	Aug. 29	Jardine, Matheson & Co.		
City of Birmingham	British	5	90	May 14	Order		
Devonshire	British	5	1087	Aug. 29	Butterfield & Swire		
Driford	British	5	1102	Aug. 29	Agard, Thoresen & Co.		
Germania	British	5	891	Aug. 29	Jaka Shoen Kaisha		
Hermann Menzel	British	5	2714	Aug. 29	J. & S. Co.		
Hailon	British	5	377	Aug. 29	R. Marty		
Halvard	British	5	1006	Aug. 29	China		
Huang	British	5	1537	Aug. 29	Jardine, Matheson & Co.		
Hobenzollern	British	5	6600	July 20	Molchers & Co.		
Hue	British	5	705	Aug. 29	R. Marty		
Joseph Dietrichsen	British	5	623	Aug. 29	J. & S. Co.		
Fri	British	5	860	Aug. 29	Agard, Thoresen & Co.		
Kailong	British	5	1024	Aug. 29	Butterfield & Swire		
Kanau	British	5	1142	Aug. 29	Butterfield & Swire		
Katanga	British	5	1142	Aug. 29	Butterfield & Swire		
Korea	British	5	6531	Aug. 29	M. S. S. Co.		
Konkoo	British	5	1427	Aug. 29	Jardine, Matheson & Co.		
Kunming	British	5	2077	Aug. 29	Jardine, Matheson & Co.		
Lanshan	British	5	3450	Aug. 29	Jardine, Matheson & Co.		
Loyal	British	5	684	Aug. 29	Sander, Wier & Co.		
Montana	British	5	208	Aug. 29	J. & S. Co.		
M. Strava	British	5	969	Aug. 29	China		
Nord	British	5	359	Aug. 29	Jardine, Matheson & Co.		
Onsane	British	5	1727	Aug. 29	Jardine, Matheson & Co.		
Pera	British	5	1018	Aug. 29	Butterfield & Swire		
Poebur	British	5	4916	Aug. 29	P. & O. S. N. Co.		
Petrarch	British	5	1189	Aug. 29	Butterfield & Swire		
Pitman	British	5	1267	Aug. 29	Butterfield & Swire		
Poehan	British	5	1790	July 21	J. & S. Co.		
Prinz E. Friedrich	British	5	5001	Aug. 29	Molchers & Co.		
Progress	British	5	1611	Aug. 29	Jardine, Matheson & Co.		
Samen	British	5	928	Aug. 29	Molchers & Co.		
Shimoda	British	5	2699	Aug. 29	Doddwell & Co., Limited		
Spezia	British	5	4198	Aug. 29	Hamberg-Amerika Linie		
Sumatra	British	5	1684	Aug. 29	Molchers & Co.		
Sutton Hall	British	5	2870	Aug. 29	Standard Oil Co.		
Tiger	British	5	2116	Aug. 29	Shewan, Tomes & Co.		
Tingssang	British	5	1445	Aug. 29	Jardine, Matheson & Co.		
Tjalling	British	5	2470	Aug. 29	Jaka Shoen Kaisha		
Triumph	British	5	769	Aug. 29	Jaka Shoen Kaisha		
Waltham	British	5	1287	Aug. 29	China		
Willehad	British	5	3138	Aug. 29	Molchers & Co.		
Wenckebach	British	5	1115	Aug. 29	Butterfield & Swire		
Wuhu	British	5	1250	Aug. 29	Butterfield & Swire		
Yokohama	British	5	1128	Aug. 29	Jardine, Matheson & Co.		
Sailing Vessels.							
Churchill	Amer. reg.	2	600	Aug. 27	Master		
Lawhill	B. 4-m. bk.	2	3740	July 12	Standard Oil Co.		
Pass of Brander	B. 4-m. bk.	2	2000	July 28	Standard Oil Co.		
Travancore	British str.	2	3200	June 8	Order		

STEAMERS PASSED SUEZ CANAL.

(SUPPLIED THROUGH REUTERS.)
Jama, Silesia (Aug. 4);
Siamon, Polynesian, Tenzai, Longos
Pakht, Benueza, Guntur, Sassen,
Sikh, Manica, Montrose, 15; Andalusia,
Benlomon, Kaiton, Pilmah, Nord,
Redhill, 18; Bayern, Dismal, Jara,
Nippon, Onga, Scotia, Sphen,
Richards, Jurey, Nello, Ohio, 22;
Colandine, Dardene, Hysp, Scharr,
horst, 25; Benueza, Brigravia, Glenel,
Hewick, Malia, Sakhita, Tourane,
Ghazee, 26.

ARRIVALS AT HOME.

August 29, Sackin.
The M. M. Co.'s steamer *Polynesian*, with the *FRANCIS MAIL* of the 4th August, left Singapore on Monday, the 28th August, at 5 p.m., and may be expected here on or about Monday, the 4th September. This packet brings replies to letters despatched from Hongkong on the 1st July.
The C. P. R. Co.'s s.s. *Empress of Japan* left Yokohama at 8.30 a.m. on Monday, the 28th August, and left again at 3 p.m. on same day for Kobe, where she is due to arrive at 3 p.m. on Tuesday, the 29th August.
The P. M. S. S. *Siberia* which left San Francisco on the 16th August, will arrive in Yokohama on the 31st August, making the trip from San Francisco to Yokohama via Honolulu in 14 days. She may be expected to arrive here on about the 13th of September.
The C. P. R. Co.'s s.s. *Empress of India* arrived at Nagasaki at 8 a.m. on Monday, the 28th August, and left again at 3 p.m. on same day for Kobe, where she is due to arrive at 3 p.m. on Tuesday, the 29th August.

HONGKONG TIDES.

The tide table given below has been compiled at the Nautical Almanac Office in London from the result of the analysis of observations taken by means of an automatic tide-recording machine in the Water Police Basin at Tain Shai Tsi during the years 1887-8-9.
The zero of the table corresponds with the zero of the soundings in the Admiralty Charts which has been found to be 4 feet 3 inches below mean sea level.
To obtain the depth of water on the tide gauge at the Victoria Naval Yard and 3 feet 4 inches, and on the gauge at Lamoot Dock, Aberdeen, add 10 feet 6 inches to the height given in the table.
Add 23 minutes 18 seconds to the figures given below to correct to Zone time.

August 30th to September 5th 1905.

HIGH WATER.
Time. Height. Time. Height.
Aug. 31. 10. 10. 6. 2. 11. 10. 6. 2.
Sept. 1. 10. 10. 6. 2. 11. 10. 6. 2.
Sept. 2. 10. 10. 6. 2. 11. 10. 6. 2.
Sept. 3. 10. 10. 6. 2. 11. 10. 6. 2.
Sept. 4. 10. 10. 6. 2. 11. 10. 6. 2.
Sept. 5. 10. 10. 6. 2. 11. 10. 6. 2.

F. G. Froo, First Assistant.

Hongkong Observatory, Aug. 29, 1905.

Vessels at the Dock—At Kowloon.

Lanshan, Changsha, Montrose, Nord, Devonshire, Kunming, Sumatra, Yuen.

COSMOPOLITAN—Kowloon.

Aberdeen—Oceana.

Vessels Advertised as Loading.

Agents.

Date of Loading.

Destination.

Vessels.

Agents.

Date of Loading.

Destination.

Vessels.

Agents.

Date of Loading.

Destination.

Vessels.

Agents.

Date of Loading.

Destination.

Vessels.

Agents.

Date of Loading.

Destination.

Vessels.

Agents.

Date of Loading.

Destination.

Vessels.

Agents.

Date of Loading.

Destination.

Vessels.

Agents.

Date of Loading.

Destination.